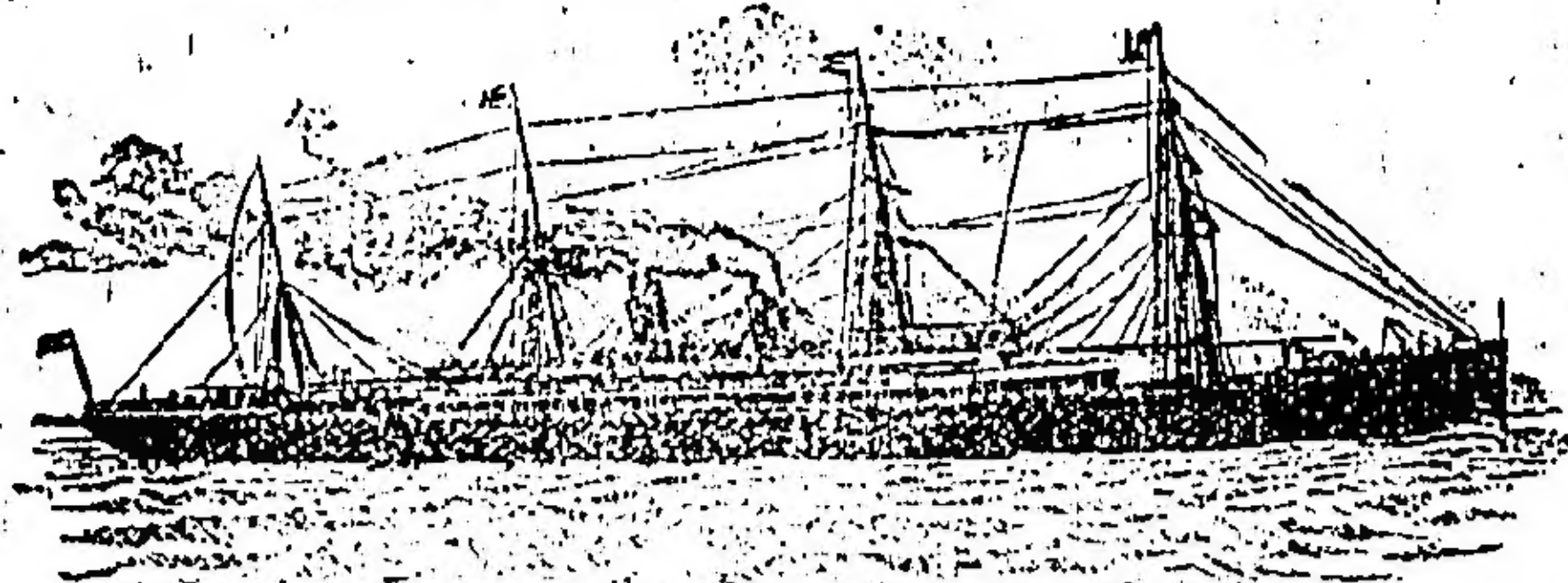


U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"SIBERIA"	11,284 Gross Tons.	TUESDAY, 1st December, at Noon.
"COPTIC"	4,352 "	WEDNESDAY, 9th December, at Noon.
"AMERICA MARU"	6,397 "	FRIDAY, 18th December, at Noon.
"KOREA"	11,276 "	SATURDAY, 26th December, at Noon.
"GAZEL"	4,205 "	SATURDAY, 2nd January, 1904, at Noon.
"HONGKONG MARU"	6,397 "	SATURDAY, 9th January, at Noon.
"CHINA"	5,960 "	TUESDAY, 19th January, at Noon.
"DORIC"	4,784 "	FRIDAY, 29th January, at Noon.
"NIPPON MARU"	6,397 "	SATURDAY, 6th February, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

The P. M. Company's Steamship "SIBERIA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 1st December, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Panama, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest passenger ships on the Pacific. Southern Route; passengers enjoy out-door throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date. For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. STUART THOMSON, Acting Agent.

Hongkong, 24th November, 1903.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPRESS" Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION.)

R.M.S. "EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 16th December.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 13th January, 1904.
"ATHENIAN"	3,882 "	WEDNESDAY, 27th January.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 10th February.
"TARTAR"	4,425 "	WEDNESDAY, 24th February.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 9th March.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 30th March.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 20th April.
"ATHENIAN"	3,882 "	WEDNESDAY, 27th April.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 11th May.

The magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,

Hongkong, 1st September, 1903.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE MEDITERRANEAN, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA	HAVRE and HAMBURG.	1st Dec. Freight.
Borck	(Calling at SINGAPORE and PENANG.)	
ARAGONIA	HAVRE and HAMBURG.	15th Dec. Freight.
Fort	(Calling at SINGAPORE and COLOMBO).	
MURDERER	HAVRE and HAMBURG.	29th Dec. Freight.
faburg	(Calling at SINGAPORE and PENANG.)	
AMBRIA	HAVRE and HAMBURG.	5th January, 1904. Freight.
Duckstein	(Calling at SINGAPORE and COLOMBO).	
NUBIA	NEW YORK	About end of December. Freight.
von Hoff	Via SUEZ.	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 24th November, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONGKONG"	2,363 tons.	Captain H. D. Jones.
"POWAN"	2,338 "	G. F. Harrison, R.N.R.
"FATSHAN"	2,200 "	A. W. D. N. B.
"HANKOW"	3,073 "	C. V. D. N. B.
"KINSHAN"	2,850 "	J. J. D. N. B.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" 1,998 tons. | Captain W. E. Clarke. |

Departures from Hongkong to Macao daily at 2 P.M. (Sunday excepted).

Do. from Macao to Hongkong daily at 8 A.M. (Sunday excepted).

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 2,19 tons. | Captain T. Hamlin. |

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SUNAM" 588 tons. | Captain B. Branch. |

"NANNING" 562 " | C. Butchart. |

"TAK HING" 618 " | R. D. Thomas. |

Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 7th November, 1903.

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL

ATTENTION.

FULL LINE OF SUPPLIES

ALWAYS IN STOCK.

ORIENTAL

COSTUMES AND

FANCY DRAPERIES

FURNISHED.

WORK GUARANTEED TO BE

THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

964c] PATRONAGE RESPECTFULLY SOLICITED.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL

OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Laundry Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that

the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,

VIENNA,

THE INVENTORS OF INCANDESCENT

GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,

CONNAUGHT HOUSE.

954c]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS,

NAVAL CONTRACTORS,

AND GENERAL COMMISSION

AGENTS.

PRAYA CENTRAL HONGKONG,

SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES, &c.

&c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 14th May, 1896.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS

AND WATCHMAKERS.

EASTMAN'S

KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS"

guarantee given to every purchaser.

401, QUEEN'S ROAD,

Watson's Building.

DENTISTRY.

SUI SANG,

(Lately Practising with Dr. I. SAKATA),

DENTIST.

No. 26, Connaught Road Central.

Hongkong, 9th February, 1903.

[20]

TSU FAN

DENTIST.

PRICE MODERATE—CONSULTATION FREE.

Next to the Hongkong Dispensary,

50, Queen's Road, Central.

Hongkong, 28th November, 1902.

[1269c]

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 80.5 ft.; bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 508; General, No. 378.

Telegram: "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[573c]

GO TO THE
KOWLOON HOTEL,
FRANK F. JEWELL, Manager.

KOWLOON, J. W. OSBORNE, Proprietor.

HOTEL CRAIGIEBURN,

Plunket's Gap, the Peak, near the Tram Terminus, Tel. 56.

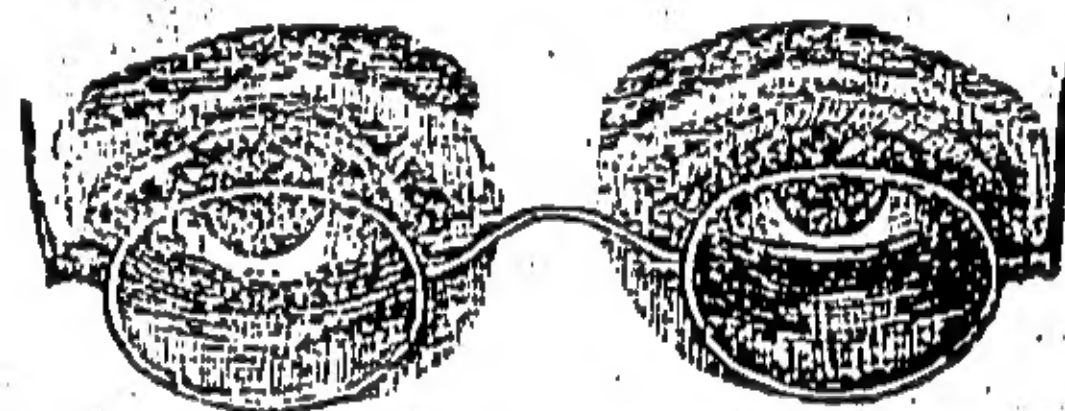
For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[17]

EYE-SIGHT.



MR. N. LAZARUS

May be personally consulted for SPECTACLES.

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

16, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November, 1903.

[66]

WANTED.

A CHINESE MESSMAN for Ward Room

Officers' Mess, H.M.S. Talbot.

Apply—

Hongkong, 24th November, 1903. [1415c]

ON BOARD.

EDWARDS, PIRY & COMPANY,

LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING

of EDWARDS, PIRY & COMPANY,

LIMITED, will be held at the Company's

Offices, No. 1, Duddell Street, on TUESDAY,

the 8th of December, 1903, at 11 o'clock

in the forenoon, when the subject of the

resolutions which were passed at the Extraordinary

General Meeting of the Company held on the

18th of November, 1903, will be submitted for

confirmation as Special Resolutions:—

1. That this meeting approves of the proposed

sale of the business of the Company

THE "EMPRESS"—"KWANG TAI" COLLISION.

PROCEEDINGS IN ADMIRALTY.

(Continued from Yesterday.)

Shanghai, 14th November.

Before His Honour Sir Hiram Shaw Wilkinson, Chief Justice, and Commander Moore, R.N., H.M.S. Sirius, Naval Assessor.

The Imperial Chinese Government, the owners of the cruiser Kwang Tai, v. the owners of the steamer Empress of India.

Mr. A. S. P. White Cooper and Mr. W. North appeared for the plaintiffs and Mr. E. Sharp, K.C., and Mr. W. A. C. Platt for the defendant company.

Mr. White Cooper said: The defendants' case has been argued at some length with the greatest skill, ingenuity and eloquence by my learned friend. It could not have been better placed before the Court. I shall not in my argument refer to many text books in support of a single story which is brought out in evidence in cases of this kind. My learned friend has inferred from the various questions I asked in my cross-examination that I may have to raise numerous questions as to the "last moment" and various other points. He suggested, in a way, that the case which he called "close shaving" is the moment when the Empress seemed to come down on us and we then altered our course which made the Captain of the cruiser alter his course; then again it might be said that an alteration in their course was made necessary by the junk. Now, their story was a very simple one; all the incidents were carefully studied, it need hardly be said, before the petition was drawn up. The statements in the evidence have remained unchanged, and they stood by their story. His learned friend has stated that that story is a most unlikely one, and, in fact, he says it is an impossible story. He did not suggest there was any change made in their course as was suggested; had there been any justification for any such change, this story might have been more plausible. We maintain that there was no change in our course. What we contend was clearly submitted in Clause 9, 10, and 12 of our Petition. No. 9 states that a good look-out was not kept; No. 10 that precautions were not taken to avoid a collision and No. 11 and subsequent clauses state the regulations which we claim she infringed. Now his friend describes this as being apparently incredible. He would submit to the Court that the matter was eminently a practical one. All the exciting events of the collision are crowded into a few minutes and what took place before may be gathered from the faint impression left on the minds of many witnesses. There is no doubt whatever that 11.38 is the time at which the situation became interesting. In his mind there is no doubt whatever that both ships thought that they were in perfect safety at 11.38, and up to within a few minutes, both ships were in perfect security. He also thought that it was quite clear that the Empress intended to overhaul and pass the cruiser at the comparatively short distance of a mile; it is also perfectly clear that a safe crossing at that distance depended on the assumption that the stern light which was observed was broadening, and that broadening was due, not to the fact that he was being overhauled, but to the fact that the other ship ahead was going over to starboard. Now, the evidence which he had submitted to the Court shows that at this time, the course was S. 65 W.; at this time we know that the Empress altered her course inwards. The first interesting point, and one very difficult to arrive at is that of the distances which separated these two courses at 11.38 i.e., the course they had travelled over and the course the Empress was about to travel. It is of course quite clear that if the broadening was due to being overtaken and not to the course having been changed, then the course must be converging. The collision took everybody by surprise. At 11.38 nobody thought of a collision at all; therefore for the recollection of what took place, and the angle of distances the witnesses must necessarily be unreliable and at all events they are liable to be mistaken; the distance between the vessels at that time is said to be 250 yards; perhaps the distance between the Empress and the Kwangtai was 220 yards; he would not say that the distances were absolutely correct, but he would say that the distance was very short; but that he means to say that the Empress was not absolutely dead astern of the cruiser, and that is borne out by the testimony of those on board. His Lordship would remember that the third officer of the Kwangtai said he thought he saw a red light ten minutes before the collision, the green light having been visible some time before that. The man on the look-out said he only saw a green light. Now the evidence on that point is by no means proof; rather the reverse. If identical evidence should be given by all the witnesses from the same ship, there is generally, if not always, a certain amount of suspicion. Of course it must be remembered, that the third officer, from his position on the bridge, would have a rather larger range of view than the man at the stern; the latter might never have seen anything, while the former did. At this time there was a reason why the cruiser changed her course. She was making for Hongkong and passed outside Pedro Blanco; he could see no reason why an alteration was made and it is exceedingly improper that any alteration was made; no explanation is in the log book; someone on the Empress omitted to note something down; he would not say this was carelessness; nevertheless, no reason is given why the course S. 65 W. was altered at that time. Apparently the Empress opens up her course and from time to time the man on the bridge takes certain rough observations of the position of this light and this is where the question of the look-out comes in. No doubt Mr. Davis has told what he recollected of the light which had

been observed, but the Court would remember that no danger was anticipated at that time and perhaps the witness' recollection of the matter is a little vague. The question of the few minutes before the collision, the three minutes referred to by his learned friend, was hardly the correct time, but it was the key to the whole matter; at 11.45, just before the collision, not more, a look-out in the crow's nest shouted out that an unlighted junk was to be seen ahead some three quarters of a mile away. The junk was only visible by the most accurate and careful watching; the cruiser at that time was only a quarter of a mile off, yet they found it a more difficult matter to see the hull of the cruiser than the junk. The attention of Mr. Davis and those on the bridge was naturally directed to that object and the way in which it was travelling, and so carefully it is watched, that although she is hardly moving they were able to tell in which direction she was travelling. They watched that junk and it appeared to them that that junk was travelling across their course and then the order was given to starboard.

Counsel went into argument at much greater length and his Lordship said that he had to thank the learned gentlemen for the manner in which they argued the case and he would take time to consider what judgment should be given. —Shanghai Times.

(To be continued.)

WHITE LABOUR ON THE RAND.

London, October 20.—Giving evidence before the Rand Labour Commission, Mr. F. H. P. Cresswell, manager of the Village Main Reef Gold Mine, Johannesburg, stated that he had recently engaged white unskilled labourers, paying them ten a day, and that the experiment had proved successful. Mr. Cresswell further informed the Commission that the chairman of his London board of directors, Mr. P. Tarbutt, had privately written to him that the firm of Wernher, Beit and Company, and others, had been consulted regarding the employment of white unskilled labour in the mines, and they feared that the engagement of a large number of white labourers on the Rand would cause the same troubles as prevailed in Australia—that was, it would enable a combination of labour to dictate wages, and would have political power when responsible government was granted. The reading of the letter caused a great sensation. Sir George Farrar failed to make Mr. Cresswell admit that he had read letter for political purposes.

Notice of Firms.

NOTICE.

WE have this day authorized Mr. M. HIGASA to sign our firm per procurator.

MIDZUSHIMA & Co.
Hongkong, 21st November, 1903. [14010]

Hotel.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND

BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D' Hôte at Separate Tables.

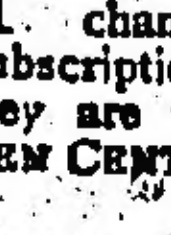
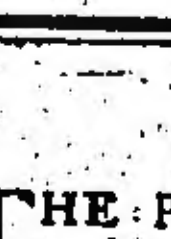
For Terms, &c., apply to the

MANAGER.

Hongkong, 23rd October, 1903. [14100]

For Sale.

FOR SALE.



INCANDESCENT, Gasoline, Lamps of all descriptions from the best makers.

Incandescent Mantles, Chandeliers, Globes, Shades, &c., for Gasoline and Gas Lamps at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO.,

56, Lyndhurst Terrace.

Hongkong, 17th November, 1903. [13750]

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than TEN CENTS (10c) per Single Copy.

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 30th September, 1903.

Intimations.

THEY WILL REMAIN.

The bump of reverence is overshadowed by the bump of intelligence in the 20th century man and woman. Old things are not preserved simply because they are old. What so ever is no longer useful must get out of the way. Nevertheless, progress that is not intelligent will not be permanent. We shall continue to breathe air, drink water and eat bread. There will be no "improvement" on the great essentials of living, and we do not want any. Babies will come into the world as they have from the beginning, and people will die out of it as they have done since the world began. Let us not run away with the idea that all of our treasured opinions are to be upset. Through every change, all things which, like

WAMPOLE'S PREPARATION

have built a reputation on honour and good service, will hold their place. This effective remedy belongs to the past, the present and the future. It is not only up-to-date but ahead of date. For Wasting Diseases, Impaired Nutrition, Influenza, Lung Troubles, Impure Humors in the blood with resulting skin affections, etc., it possesses the confidence of physicians and the people everywhere. It is not expected to fail; it never does fail. The formula after which it is made is an inspiration. It contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. It is palatable as honey, and yet so medicinal as to be effective from the first dose. Professor Reddy, of Canada, says: "I have much pleasure in stating that I have used it in cases of debility and have found it to be a very valuable remedy as well as pleasing to take." To trust it and try it is to be satisfied and thankful. "You cannot be disappointed in it." Sold by chemists here and everywhere throughout the world and A. S. Watson Co., Limited.

MADAM FLINT & CO.,

DRESSMAKERS

AND

MILLINERS,

HAVE JUST RECEIVED

SMART READY-MADE

WINTER COSTUMES

OF THE

NEW FASHIONABLE

MATERIAL,

NOW SO MUCH IN VOGUE IN

LONDON.

Hongkong, 23rd November, 1903. [14100]

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

TO-MORROW,

the 27th November, 1903, at 11.30 A.M.,

at their

SALES ROOMS, No. 8, Des Vaux Road,

Corner of Ice House Street,

A VERY FINE COLLECTION OF

CLOISONNE WARE,

Comprising:—

Assortment of VASES, SOAP BOXES, INCENSE BURNERS, CAKE BOXES, WALL PLATES, TEA POTS, TEA CASES, NAPKIN RINGS, BUCKLES, FLOWER POTS, CIGARETTE CASES, TRAYS, ASH TRAYS, TOBACCO SETS, &c., &c., &c.

N.B.—After Lot 100 the sale will be stopped and resumed at 2.30 p.m.

The above will be on view from Monday, the 23rd instant.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 26th November, 1903. [13970]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,

(FOR ACCOUNT OF THE CONCERNED),

on

SATURDAY, the 28th November, 1903, at 11 A.M., at

No. 20 and 21, CONNAUGHT ROAD, SUNDRY HOUSEHOLD FURNITURE, and MERCHANDISE,

Comprising:—

GLASS SHOW CASES, WRITING DESKS and CHAIRS, MOROCCO COVERED CHAIRS, TEAKWOOD BOOK CASES, BLACKWOOD SOFA and CHAIRS, OIL PAINTINGS, LONG SAMPLE TABLES, CHINESE RUBBER SHOES, COT FRAMES for NETTING, UMBRELLAS, a Great Assortment of PERFUMERY and CALIFORNIAN CIGARETTES, &c., &c., &c.

Also

A Quantity of AMERICAN BICYCLES, (All New).

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 25th November, 1903. [14190]

Intimations.

THE ROBINSON PIANO Co., LTD.

Co., LTD.

NOTE.

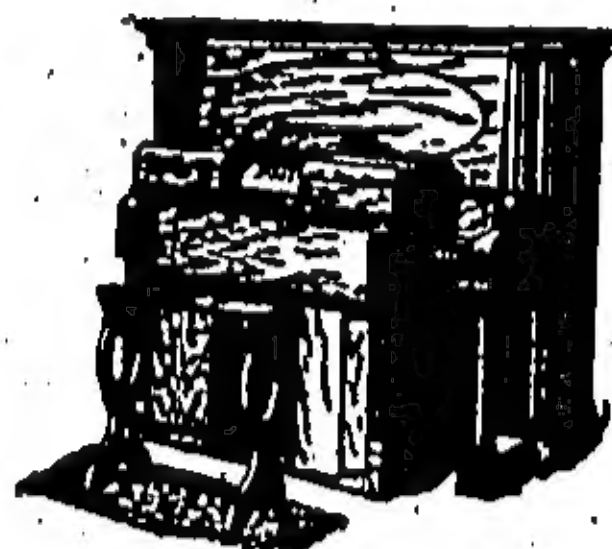
ENTIRELY NEW STOCK ARRIVING.

SPECIALY AND MOST CAREFULLY CHOSEN BY OUR MR. ROBINSON,

GREAT REDUCTIONS

in our present stock of Pianos and Musical Goods.

Our NEW MUSIC STOCK has arrived.



THE APOLLO MASTER PIANO PLAYER

THE BEST OF ALL.

THREE STYLES: PRICE FROM \$450 UP.

PATTI ENDORSES THE APOLLO.

Adelina Patti (Baroness Cederstrom) has given another great testimonial to the Apollo Piano-player. She was so delighted with the instrument that was purchased by her last year that this second testimonial is even stronger than the first one that she gave.

Mme. Patti says that "the Apollo never has given her the slightest trouble and that the new concert grand is one of the most wonderful and perfect piano-players that she has ever seen."

Hongkong, 28th October, 1903. [4150]

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE,

OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$100 Per Annum. PRIVATE LINES, By Arrangement.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

BATTERIES, CHEMICALS, ELECTRIC BELLS,

INSULATORS, LIGHTNING CONDUCTORS,

TELEPHONES, WIRE, &c., &c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS.

Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fix up Installations if required.

NOTE ADDRESS:—2, ICE HOUSE ROAD.

For full Particulars, &c., &c., Apply to

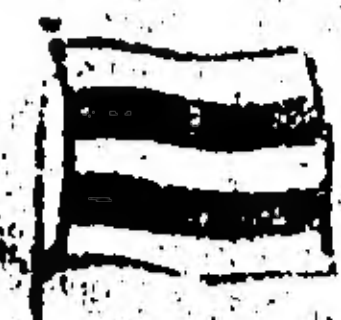
W. STUART HARRISON, A.M. INST. C.E., Manager

Hongkong, and April, 1903. [29]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
IZUMI MARU	(SINGAPORE, COLOMBO and BOMBAY)	FRIDAY, 27th Nov., at Noon.
J. de Lalande	MARSEILLES, LONDON & ANTWERP	SATURDAY, 28th Nov., at Daylight.
SADO MARU	WERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 28th Nov., at 4 P.M.
S. J. G. Parsons	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 1st December, at Noon.
SHINANO MARU	ROMBAY, VIA SINGAPORE AND COLOMBO	WEDNESDAY, 2nd Dec., at Noon.
W. Thompson	HAMA	FRIDAY, 4th Dec., at Daylight.
BOMBAY MARU	COLOMBO	
T. Murai	NAGASAKI, KOBE and YOKO-	
YAWATA MARU	HAMA	
A. E. Moses	KOBE and YOKOHAMA	
W. Townsend		

* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,

Manager.

Hongkong, 26th November, 1903.

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA

SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA,

FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.	Tons.	Captains.	1903-04.
Tacoma	2,812	M. Ridley	Dec. 15
Victoria	3,502	J. Truebridge	Dec. 19
Trenton	9,600	T. W. Garlick	Dec. 21
Lyrat	4,417	G. W. Williams	Jan. 21
Shamun	9,600	W. M. Smith	Feb. 20
Olympia	2,837	A. Dixon	Feb. 20

† Will leave for Manila on the 28th inst., at Noon.

† Cargo only.

Steamers marked (*) have no second-class passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to

DODWELL & CO., LIMITED, General Agents.

Hongkong, 25th November, 1903. [874d]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR

TRAITS, Ceylon, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN, PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"CHUSAN"

Captain W. B. Palmer, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 5th December, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents of Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

E. A. HEWETT, Superintending.

Hongkong, 23rd November, 1903. [14]

CHRISTMAS GREETINGS IN ADVANCE.

AN early opportunity to those WISHING TO SEND GREETINGS to their RELATIVES and FRIENDS at Home.

I have just unpacked a parcel of Raphael Tuck's XMAS and NEW YEAR'S CARDS of various pretty designs and description, specially selected to suit the taste of young and old.

Very moderate prices and as usual 10% discount for cash.

H. RUTTONJEE, No. 5, D'Almeida Street, and

35 and 38, Elgin Road, Kowloon.

Hongkong, 26th November, 1903. [13930]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 1st December, 1903, at 1 P.M., the Company's Steamship "MANCHESTER" Captain Moirano, will be despatched for SAIGON, with Mails, Passengers, Special and Cargo to Europe and Ports of Call for transshipment to S.S. Himalaya connecting at Colombo with S.S. Sydney.

Cargo and Special will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on MONDAY, the 30th instant; Special and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board, they must be left at the Agency's Office. Contents and Values of Packages are required.

For further Particulars, apply at the Company's Office.

TELEGRAMS.

(Reuters.)

Russia and Japan.

LONDON, 24th November.

A semi-official telegram from St. Petersburg states, it is reported in Tokio that Japanese men-of-war have been sent to prevent the Russian warships *Bayan* and *Tzarevitch*, from joining the Russian squadron at Port Arthur.

LATER.

The Japanese Legation knows nothing of the disquieting reports from St. Petersburg.

France-Foreign Affairs.

In a Foreign Office debate in the French Chamber M. Delcassé said, it was important to France that Morocco should be tranquil and independent. In regard to Siam, France had been obliged to re-open negotiations, as the Siamese Government had not shown itself sufficiently animated by the spirit of the Convention of 1902.

Attack on the Secretary of the Bank of England.

A lunatic, who gained admittance to the room of the Secretary of the Bank of England, fired four shots from a revolver, none of which took effect. The police were obliged to use the fire-hose before securing the man.

The Swedish "Antarctic" Expedition.

Dr. Nordenskiöld conducted an important expedition extending to 66° south. The vessel *Antarctic* was crushed in the ice and sank in Eriksfjord, Terror Bay, when the expedition took to the boats and had a perilous voyage of 16 days, and after encountering countless dangers eventually reached Paulete Island where they wintered.

THE NEW CAVALRY SCHOOL.

According to the *Daily Express* the authorities are about to institute a Cavalry College. The college will be established at Netheravon, Salisbury Plain, and instead of building a new block, Netheravon House is to be converted for use. The dining-room will be enlarged, additional bath and other rooms built, and all the drainage overhauled. Stables and riding-schools will be constructed and contracts are now being entered into for the work. It is hoped to get the College ready for occupation by September, 1904. The following is to be the curriculum and staff—

THE COURSE.	
Equitation	Breaking
Horse-management	Driving
Horse-swimming	Veterinary
Ferriery	Horseman'ship
Field Work	Telegraphy
Demolitions	Equipment
Saddlery	Scouting
Reconnaissance	Hygiene
Dietetics	Soundless Signalling
Topography	Intelligence
Tactics	Strategy
Skill at Arms	Shooting
Geography	History

STAFF.

A Colonel Commandant	Veterinary Officer
Lieut.-Colonel Assistant	Asst. Veterinary Officer
Staff of Instructors	One Warrant Officer
An Adjutant	Staff of Non-com. Officers

On leaving Sandhurst a subaltern will join the college for eight or ten months, in which time it is hoped to have given him, at the hands of the best instructors, civil or military, all the groundwork for successful leading and scouting which the field-borne man learns in second nature. If an officer fails to use his knowledge intelligently he may be removed from cavalry leading.

TRANSVAAL TROUBLES.

Mail advices from the Cape show that the situation in the Transvaal at the time of despatch was causing a good deal of anxiety. Feeling had run rather high over some of the evidence submitted to the Labour Commission, and in other directions the position was far from favourable. Johannesburg has been passing through a severe commercial crisis not altogether unconnected with the pressure brought to bear on the business community by the Rand magnates in order to influence opinion on the question of imported labour. Moreover, the Government had found itself without sufficient funds to carry out railway extensions and other public works which had helped to keep money circulating. Most of these works have now had to be stopped, and workmen have been discharged and find it impossible to get employment elsewhere, and many shopkeepers are already ruined or on the verge of becoming so. This kind of thing naturally does not tend to create confidence in the immediate future, and at the time the mail left the outlook was regarded as particularly gloomy. Fortunately, we know from later cables that matters have improved somewhat meantime, and the worst of the crisis is probably over. The Labour Commission's report ought to be available in a few days, and as it is practically certain that it will recommend Chinese labour, the opposition will probably see the wisdom of accepting the inevitable and making the best of it. There is no other way of getting ahead with the development of the country, and the sooner this is recognised the better it will be for everybody.—Ez.

BANKRUPTCY PROCEEDINGS.

THE PARTNERSHIP QUARREL.

Before the Chief Justice, at the Supreme Court this morning, the case of the Ku Fat and Ku Fat Chai firm, of 77, Bonham Strand, and 298, Queen's Road, Central, which has been petitioning for a receiving order to be made against their estate that they be adjudged bankrupt, came on for hearing.

Mr. F. P. Hett, from the office of Mr. G. K. Hall Bruton, appeared in support of the petition, which he said had, on two occasions, been before his Lordship, and last time the application was adjourned to give the petitioners an opportunity of serving their partners. An affidavit had been filed since the last hearing of the application.

His Lordship:—I see you have served the managing partner.

Mr. Hett:—Yes, my Lord.

His Lordship:—On the previous occasion it was stated that he was one of the opponents, that is, the non-consenting partners—to this application. Three other men appear to be in Canton, and you have written to them informing them of the petition and requesting them to return to Hongkong and appear at the Court. I do not know that I can altogether treat that as equivalent to service upon these men, but, at the same time, subject to any application they may have to make in the matter, they must at least be cognizant of this application. They do not appear, in any way, to oppose it. On previous occasions I declined to make any order because some of the partners, in fact half of them, opposed the application, that is to say, did not consent to it; they did not say one way or the other. Then there is the affidavit filed to the effect that the managing partner would not consent. He has been served with the petition and an opportunity given him to attend here to-day. Are you in a position to assure me that he knew when this application was to come on?

Mr. Hett replied that it would be seen from the affidavit when the letter was written, and on the 21st inst. a notice appeared in the local Press, above the signature of the manager, saying that a sale would take place on the 23rd inst. That sale was now proceeding. The notice was given in the names of the managing partner and the other dissenting partners, or rather, the partners who had gone to Canton and could not be served.

His Lordship thought they had every opportunity of attending the Court if they wished to do so.

One of the partners was called and questioned by His Lordship regarding the assets and liabilities of the firm, but did not appear to have much knowledge of the situation.

His Lordship: Here is one of the men petitioning for the firm to be made bankrupt, and knows nothing about it. It just shows what a farce all this is. The other partners have gone to Canton and left these men here to bear the brunt.

Mr. Hett said the goods of the firm were being sold and the money forwarded to Canton.

Another witness was called and stated that the liabilities of the firm were \$7,522.44 and the assets, \$3,022.79.

His Lordship made a receiving order, and appointed Mr. Bruce Shepherd, official receiver.

A TUNG WA HOSPITAL CONTRACT.

Mr. F. X. d'Almada e Castro applied on behalf of Ng Yui, Ng Lak, Ng Sze Fat, and Yu Lin Kok, trading as the Kwong-Hang firm, for a receiving order in respect of their estate. The assets of the company were given as \$2,203, being, as to \$1,000, balance said to be due from the Tung Wah Hospital in respect of work and labour done in the erection of a new wing to the Hospital, and as to the remaining \$1,203, value of materials now lying at the premises. The liabilities were stated to be \$3,200 or thereabouts, for material sold and delivered to the debtors.

Mr. d'Almada e Castro said that his Lordship would remember the petition was last before him on the 22nd October when, after hearing evidence to the effect that \$1,000 was due to the directors of the Tung Wah Hospital, he directed the hearing of the petition to be adjourned sine die in order that the exact amount of assets recoverable might be ascertained. Since then he had written to Mr. Harker, architect for the Tung Wah Hospital, asking for information as to the amount due and his reply, dated October 24th, was to the effect that there was absolutely nothing due to the contractors from the directors. Since then the judgment in the summary action No. 1,033, had made a garnishee application and obtained a garnishee order absolute.

His Lordship said he had to satisfy himself before making a receiving order, whether there was any money available. Someone had already obtained judgment up to \$1,000 dollars or so, and the object of the present proceedings was evidently to prevent that creditor getting the money for which he obtained judgment. Now, at the last minute, he was to be balked by a receiving order.

Mr. d'Almada suggested that it was to put all the creditors on a similar standing.

His Lordship said that his experience of human nature was that the Chinese debtors did not care very much about their creditors being equally paid, although they liked to bulk a man at the last minute after he had got judgment against them. He said he would have to adjourn the application, as the matter must be done properly. A proper affidavit would have to be filed. Mr. Harker had written stating that nothing was due from the directors of the Tung Wah Hospital. That was the only positive evidence they had in the matter.

Subsequently his Lordship remarked that, had the person not got judgment against the debtors in the summary court last September

there was not the least shadow of doubt Mr. d'Almada's clients would never have come to the Court at all. They were now in an awkward position, judgment having been given against them for over \$1,000. Suddenly, they desire that all their creditors shall be equally paid, and the other man would derive no benefit from the legal proceedings taken. So they attended the Court with insufficient evidence, and applied for a receiving order. They were entitled to the benefit of the judgment unless, until the Court, acting upon materials laid before it, made a receiving order. There was insufficient evidence before him to show that the Tung Wah Hospital was indebted to the firm applying for the receiving order, and as Mr. Harker had written denying that they did he could not assume it was owing or that the firm had assets sufficient to justify him in making a receiving order. He gave Mr. d'Almada permission to bring the application before him at a future date.

THE BURNING OF THE "ARNOLD LUYKEN."

THRILLING STORY.

Capt. J. Pearce, who brought the *Chang Chow* into port this morning, from Shanghai, Amoy and Swatow, has furnished us with a very interesting account of the burning of the East Asiatic Trading Co.'s s.s. *Arnold Luyken*, off the White Dogs, on the 23rd inst. He says that, at a quarter past four on the morning of the 23rd, he saw a red glare in the sky on the starboard bow and, fearing that something was wrong, steered in that direction and found the *Arnold Luyken* on fire from the stem to the after part of the bridge. A strong monsoon was blowing and a high sea running, and as daylight had not then broken he decided to stand by until sunrise. Shortly after half-past six they noticed a raft leave the steamer with five Chinese clinging to it. This they secured and got the men safely aboard, and some time afterwards a second raft was seen to move off from the ship's side. Capt. Uiberfeldt and the second officer, D. Andersen, were on it and were quickly rescued. Subsequently a third raft was seen away to the leeward, and the second engineer, Lussea, who was badly burned, and two Chinese were in on off and placed aboard. The steamer cruised to the leeward for some time in the hope of picking up any further survivors, and finding none, Capt. Pearce returned to the burning ship. Fragments of wreckage were seen floating about to the windward and these were followed up, with the result that they came across one of the ship's boats, store-rooms, and water logged, with several people in her. After some difficulty, the Chief Engineer, H. Alatern, and five Chinese were rescued, and the bodies of the third engineer and a Chinaman who had died in the boat, were also taken on board. No other wreckage being discovered to the windward the burning ship was revisited and by this time the flames had spread away to the stern and destroyed both masts. The funnel remained standing, and when the *Chang Chow* departed at 12.45 p.m. for Amoy the wreck had a list to port and was drifting S.W. by S. at about 13 miles per hour. Turnabout then bore S.W. (mag.) 15 miles.

Capt. Pearce furnishes us with the following list of survivors out of a crew of six European and 29 Chinese.

Capt. Uiberfeldt, D. Andersen, 2nd Officer; H. Alatern, Chief Engineer; Lussea, 2nd Engineer; and twelve Chinese, one of whom was badly burned.

SINKING OF NAVAL WARFARE.

On Cardiff Coal Exchange on 24th ult., there were several charterings for the Far East and up to the present, at least over two vessels have been chartered for Japan and Vladivostok, representing about 150,000 tons of Welsh coal, most of which have been directly purchased on behalf of the Russian and Japanese Governments. This is in addition to the usual supplies sent out from Cardiff to the Far East, and there is no secret that many of the cargoes sent out to Hongkong, Shanghai, and the Straits Settlement have been reconsigned and shipped out to Russian or Japanese ports. Private information shows that the supplies to Japan for the past nine months from Cardiff have aggregated over 85,000, being an increase of 47,000 on the corresponding period of last year, whilst to China and Hongkong the direct bookings have risen from 69,000 to 136,000, which means almost doubling the exports from Cardiff. Prices and freights, rose almost 9s. within that week and the demand still continued at the time of the last mail leaving home.

THE CHEFOO DROWNING FATALITY.

By the death of Miss Florence Westall Lamb, who, according to a brief cable message, was drowned while bathing in China, the Church of England Zenana Missionary Society has, says the *Yorkshire Post*, lost a most promising and zealous worker. Miss Lamb was a fully trained nurse from Guy's Hospital, and she has been working in the society's hospital at Lo-Nguong since the end of 1901, when she joined the mission. She was most successful in her work, and her quiet power and womanly qualities won the esteem and confidence of all with whom she came in contact. Miss Lamb's father, the Rev. Benj. Lamb, is vicar of Clapham, in Yorkshire. Mr. Lamb is well known in Yorkshire, having successfully held livings at Thirsk, Whitby, and Leeds, residing in the latter city for eight years, from 1887 to 1895, as vicar of St. George's. He is also an honorary Canon of Ripon Cathedral. Only a few days before Miss Lamb's death was reported the society received news of the death, also by drowning, of

another lady missionary, Miss F. C. Brown, who was in charge of one of the society's stations in India.

FRENCH EXPLORATION IN YUNNAN.

RAILWAY PROJECT.

A French officer has just left Rangoon on his return to France, after a year of travel and exploration in Yunnan and the eastern frontier of Tibet—a year of hardships but pregnant with results. The mission up to its completion had been kept perfectly secret. Lieutenant Grillieres, the explorer, was the only European, he others, varying between twelve and fifteen in number, being natives of the places through which he passed. According to the map he made en route, some modifications will have to be made in the existing maps. The young officer was eminently fitted for the work, having previously received a thorough scientific education. The French Railway survey through Yunnan was the avowed object of the mission, and Lieutenant Grillieres says he found a route which will be singularly free from embarrassing obstacles. He left Lankai about September, last year, and some time after reached Yunnansen, through Meigtau. At Yunnansen his work began in earnest. The ground had to be covered on foot, or on mules. The men who had accompanied him left him there, and he had no little difficulty in procuring others. Leaving the beaten tracks as much as he could, he went up for nearly seven hundred kilometres and struck the Noulang-kang River. On the way he remarked and corrected some topographical errors. Then retracing his steps he descended the Noulang-kang, leaving the way he had come up a long distance to his right. The course of the river for a long distance is wrongly marked on the maps, being placed too far to the west. He left the river and returned to Yunnansen by Wai-tan. A few days after abandoning the course of the Noulang-kang, the explorer met with an accident which might have been the ruin of the mission. All the cases of provisions except one were lost, owing to a stampede among the mules. Thick jungles and swamps were being crossed, and the remaining provisions among eleven persons were soon exhausted. No food could be procured, but some roots and birds here and there, and it was in a state of collapse almost that they reached Wai-tan, and ultimately Yunnansen. Then the party struck towards Tibet through Likang, West and Senku, by route unknown or almost unknown to Europeans. The explorer showed on his map many topographical errors here, which he had corrected and rectified. Then further on he experienced another hard time for food. He then pushed to Kiukiang, or Akka, and there rested a few days to recuperate his strength and his health, which was greatly shaken. The return journey was begun, and he passed again through West, and descended to Bhamo, by Lail and Tengyueh. Between West and Tengyueh a box containing his clothes was lost or stolen, and he had to come to Burma with only the khaki suit he had on his back. The people were on the whole friendly, except in a few places, where he had to use the greatest caution and seek the protection of the officials. In the Mossu country his progress would have been stopped by the hostility of the people had he not obtained a pass from chief to chief. That pass was rather peculiar. The first Mossu chief he met with gave him a little piece of wood, is one corner of which he cut a queer looking sign, and made him understand he had only to show it and it worked marvels, the most rowdy mountaineers becoming calm on beholding it, but not quite friendly. Kach chief to whom it was presented added on the wood his own peculiar sign. It now forms a unique collection of strange passports. As soon as he sets his foot in France, the traveller intends publishing a detailed account of his peregrinations. What will the results of the year's work be; will the French Government adopt the route for the railway discovered by Lieutenant Grillieres? He himself is confident it is the best one, and presents the least difficulties, and therefore is the cheapest. He has no doubt French trade will be greatly increased by it, for, says he, the mode of transport existing now is long, tedious and dangerous, and a relatively low percentage of goods is lost in transit. The Chinese traders will no doubt hail with pleasure the new mode of forwarding their goods, at once rapid, cheap and safe, and many look forward to it with impatient expectation.—A.P.

SCHOOL OF TROPICAL MEDICINE.

ANOTHER MISSION TO THE EAST.

The *Birmingham Daily Post* hears that Sir Francis Lovell is leaving England in the middle of December on a second mission on behalf of the London School of Tropical Medicine, and in the course of his tour will visit Ceylon, the Straits Settlements, Burmah, and probably other parts of India and Japan. Sir Francis, who expects to be absent about six months, reached England in July of last year, after an extended tour in the tropics, and it is entirely owing to the success of his efforts on that occasion on behalf of the London school that a second journey is about to be made. With the fund that he was able to secure from wealthy residents in India and elsewhere, the school has now been doubled in size, and its laboratories are the finest anywhere in London. Sir Francis has obtained from several of the Eastern Crown Colonies annual grants-in-aid for five years, amounting to about £400 per annum, and, in addition, in the directorship of the Medical Research Laboratory at Huala Junpur, in the Federated Malay States, which is of the value of £750 per annum, tenable for three years, with furnished quarters.

CONSULS AND MERCHANTS.

BRITON VERSUS JAP.

Some outspoken words on the subject of Consular assistance to British traders are contained in the report on the foreign trade of China, just issued. It appears that there is a never-ending quarrel between the Consul abroad and the producer at home. The official is perpetually reminding the merchant of his lack of enterprise, and the merchants accuse the Consul of ignorance and apathy. The commercial attaché at Peking, who makes this statement, thinks that in non-Asiatic countries the British producer could fight his rivals with the ordinary weapons of commerce, and that in these cases Consular assistance is of little avail. In Asiatic countries, on the other hand, an official who had made a study of the people and of local conditions, may often be in a position to give useful advice. But it is not very encouraging to Consuls that their good advice should fall on deaf ears.

For example, a sensible suggestion was recently made that in view of the growing demand for mechanical appliances in China, a certain number of firms who do not compete with each other should co-operate in hiring premises to exhibit their machinery and employing a competent representative to take charge. Instead of this co-operation each firm, whether engineering or general merchants, works on its own account, sending agents to Shanghai or Hongkong, and not attempting any direct business with the Chinese dealers at the outposts. In consequence of this indolence the Japanese producer—the latest combatant to enter the commercial arena—largely benefits, for, while British representatives are enjoying a pleasant holiday at their firm's expense, industrious Japanese travellers spread themselves all over the country with samples of goods likely to sell. Nor need the traveller confine himself to the distribution of imports; he can equally benefit his employer by contracting for exports. It should be remembered, says the *Manchester Dispatch*, that the Indian export trade was built up by collecting agents in every town throughout the peninsula, and the amended inland navigation rules should facilitate a similar method of procedure in China.

QUICKER ROUTE TO THE ORIENT.

St. Paul, Minn., Oct. 17.—Assistant General Passenger Agent C. E. Stone, of the Great Northern, summarizes the results of an extended investigation of the possibility of diverting Oriental passenger traffic from London, Paris and the continental cities of Europe, via St. Paul and the Puget Sound gateways, to the ports of China and Japan, in the statement that with the superior service afforded by the new Hill ships in the trans-Pacific trade an immense travel from Europe can be obtained and a considerable amount of passenger traffic diverted from the all-Canada line.

Mr. Stone has spent eight weeks in the principal ports and inland cities of Europe studying the traffic problem as it relates to the new Hill ships. His report, which is exhaustive, has been submitted to President James J. Hill, and discusses all the phases of passenger traffic for the new ships, the *Manitoba* on which 1,300 men are now working night and day, and the *Dakota*, her sister ship, both of which are soon to ply between Puget Sound ports and the Orient.

Through time, the report states, will be a powerful factor in securing to the Great Northern and its connections a larger share of the "round the world" passenger traffic from Europe to the ports of China, Japan and Siberia. The rate under the schedules that will be introduced with the maiden trip of the *Manitoba*, via the port of New York, the St. Paul gateway and Puget Sound ports, will be much shorter than via the competing railway and steamship combination routes. Mr. Stone says:

"Passenger traffic from the cities of Europe and the principal ports of the old world to the China and Japan ports is very heavy and is steadily increasing. Three great steamship lines are at present handling the greater share of the sea passenger traffic from London and the continent to Japan and China with direct service via Suez, Colombo and the Straits. They are the Peninsular & Oriental, Nord Deutscher Lloyd, and the Nippon Yusen Kaisha, the Great Northern's Pacific connection. The advantage obtained by the new Hill ships, operating in connection with the fast trains of the Great Northern and its Eastern connections, is apparent. The time via the new route follows:

"London to New York, seven days; New York to the North Pacific coast ports via St. Paul, and the Great Northern 'Flyer' four days; North Pacific ports to Japan, twenty days; North Pacific ports to the China ports, twenty-four days; London to Japan ports, through time, thirty-one days; London to China ports, through time, thirty-five days.

"It is apparent that via the Hill's ships there is clear saving from London to Japan of twenty-nine days over the Peninsular & Oriental line, and of eighteen days over the Nord Deutscher Lloyd. There is a proportionate saving to the China ports and to the Siberian ports and the continued ports south of Hongkong reached through China connections."

COMMERCIAL.

OPIMUM QUOTATIONS.

To-day's quotations are as follows:—		Per chest
MALWA NEW	.....@	907/950
"LAST YEAR	.....@	887/1,050
"OLDEST	.....@	1,070/1,100
PATNA NEW	.....@	1,025
REMARKS NEW	.....@	1,130
PERSIAN (PAPER)	.....@	800/830

TO-DAY'S EXCHANGE.	
ON LONDON, Telegraphic Transfer	.....1/9
" Bank Bills, on demand	.....1/9 1/16
" Credits, 4 months' sight	.....1/9 7/16
" D'cents 4 months' sight	.....1/9 9/16
ON DUBLIN, (demand)	.....M. 1/79 1/2
ON PARIS, Bank Bills, on demand	.....2.21
" Credits, 4 months' sight	.....2.24 1/2
ON NEW YORK, Bank Bills, on demand	.....42 1/2
" Credits, 30 days' sight	.....43
ON BOMBAY, Telegraphic Transfer	.....130 1/2
" On demand	.....131
ON SHANGHAI, Telegraphic Transfer	.....71 1/2
" Private 30 days' sight	.....dom.
ON YOKOHAMA, T.T.	.....85 1/2
Sovereigns, Bank's Buying Rate	.....\$11.52
Gold Leaf 100 touch, per tael	.....\$9.70
Silver	.....26 1/2

Today's Advertisements.

NOTICE.

REFERRING to the advertisement underneath we have this day transferred our Business and Trademarks, together with all Assets and Liabilities to the HOLLAND-CHINA HANDELS-COMPAGNIE (Holland-China Trading Co.), which will collect and discharge all accounts due to and owing by us.

HOTZ, S'JACOB & Co.
HOLLAND-CHINA SYNDIKAAT.
Rotterdam, 1st October, 1903.

WE have this day established at ROTTERDAM, HONGKONG, SHANGHAI and TIENTSIN, taking over as going concerns the Business and Trademarks together with all Assets and Liabilities of Messrs. HOTZ, S'JACOB & Co., and the "HOLLAND-CHINA SYNDICATE, LTD."

Messrs. J. H. COLLIGNON, S. J. R. DE MONCHY, JR., and F. B. S'JACOB have been appointed General Managers, and we have authorized Messrs. G. BAKKER, G. BRUSSE, J. H. DEKOPPEL, W. KIEN and C. A. WEGELIN, to sign the Company per procurator.

HOLLAND-CHINA HANDELS-COMPAGNIE.

(HOLLAND-CHINA TRADING COMPANY).

Rotterdam, 1st October, 1903. [14226]

CHATRE'S NEW INDIAN CIRCUS.

Patronised by H. M. the Empress Dowager and other Royalty of China.

GRAND OPENING NIGHT,

TO-NIGHT, (THURSDAY), 26th November, 1903,

in a

CIRCUS TENT NEAR CENTRAL MARKET

MARINE LINE.

Menagerie of highly trained animals, including

LIONS, TIGERS, ELEPHANTS,

LEOPARDS, &c.

MARVELLOUS GYMNASTIC

EXERCISES.

WONDERFUL ACTS IN BAREBACK

RIDING.

Afternoon performance at 3 p.m. each day.

RUSSIAN SINGING AND DANCING.

Particulars from the Expresses.

Tickets can be obtained from

H. RUTTONJEE,

5, D'Agular Street, Hongkong, and

37 & 38, Elgin Road, Kowloon.

Hongkong, 26th November, 1903. [14166]

Intimation.



THE POPULAR SCOTCH

"BLACK & WHITE"



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS.
By Appointment to

H.M. THE KING
and
H.R.H. the PRINCE of WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from LANE, CRAWFORD & CO, Queen's Road Central. [644]

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.
JOINT SERVICES.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DOE
GLASGOW AND LIVERPOOL	"PELEUS"	On 26th November.
GLASGOW AND LIVERPOOL	"DARDANUS"	On 5th December.
GLASGOW AND LIVERPOOL	"YANGTSE"	On 12th December.
GLASGOW AND LIVERPOOL	"PYRRHUS"	On 19th December.
GLASGOW AND LIVERPOOL	"TYDEUS"	On 26th December.
GLASGOW AND LIVERPOOL	"NESTOR"	On 1st January.
GLASGOW AND LIVERPOOL	"KEEMUN"	On 8th January.

FOR	STEAMERS	TO SAIL
LONDON & ANTWERP	"POLYPHEMUS"	On 24th November.
MARSEILLES, L'DON & A'WERP.	"HYSON"	On 8th December.
LIVERPOOL	"ACHILLES"	On 20th December.
MARSEILLES, L'DON & A'WERP.	"PROMETHEUS"	On 22nd December.
MARSEILLES, L'DON & A'WERP.	"DARDANUS"	On 5th January.
LIVERPOOL	"YANGTSE"	On 12th January.
MARSEILLES, L'DON & A'WERP.	"DIOMED"	On 19th January.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and	"PELEUS"	On 28th November.
all PACIFIC COAST PORTS, via	"TYDEUS"	On 1st January.
NAGASAKI, KOBE AND YOKOHAMA.		

S.S. "DEUCALION" left Moji on the afternoon of the 24th inst., and is due here on the morning of the 30th.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
ILOILO and CEBU	"NANSHAN"	1st December.
MANILA	"KAIKONG"	2nd "
MANILA	"CHANGSHA"	2nd "
PORT DARWIN, THURSDAY ISLAND,	"CHANGSHA"	2nd "
COOKTOWN, CAIRNS, TOWNS,		
VILLE, BRISBANE, SYDNEY and		
MELBOURNE	"CHINGTU"	10th "
KOBE		

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is on board.

* Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

M.P.—REDUCED SALOON FARES. SINGLE AND RETURN, TO YALIA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 26th November, 1903.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 28th Nov., at 10 A.M.
ZAFIRO	2540	R. W. Almond	"	SATURDAY, 5th Dec., at 10 A.M.
PERLA	1980	W. G. Lawson	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 21st November, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"INDRASAMHA"	5,197	W. E. Craven	Dec. 14, 1903.
"INDRAVELLI"	4,899	R. P. Craven	Jan. 14, 1904.
"INDRAPURA"	4,899	A. E. Hollingsworth	Feb. 13, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI	"DAIGI MARU"	T. W. Groves	SATURDAY, 28th Nov.
FOR ANPING	"MAIDZURU MARU"	T. Saito	SUNDAY, 29th Nov.
FOR FOCHOOW	"ANPING MARU"	I. Goto	THURSDAY, 3rd Dec.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	"

* VIA SWATOW AND AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried. All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's. Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo. By the Co.'s steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co.'s Local Branch Office, at No. 8, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, 25th November, 1903.

Shipping—Steamers.

TOYO KISEN KAISHA
MANILA LINE.REGULAR SERVICE
BETWEEN HONGKONG AND
MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Captain.	Tons.	Sailing Date.
ROHILLA MARU	Ernest Bent	3,869	TUESDAY, 1st December, at 11 A.M.
ROSETTA MARU	H. S. Smith	3,876	SATURDAY, 5th December, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
Hongkong, 26th November, 1903.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOOW
THE Company's Steamship"HAICHING,"
Captain Passmore, will be despatched for the above Ports, TO-MORROW, the 27th inst., at 4 P.M. This Steamer has Superior Accommodation for First class Passengers, and is fitted throughout with Electric Light.For Freight or Passage, apply to
DOUGLAS, LAPRAK & CO.,
General Managers.
Hongkong, 26th November, 1903. [14202]

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR RANGOON VIA AMOY AND SWATOW.
THE Company's Steamship"PALAMCOTTA,"
Captain J. B. Pearson, will be despatched as above on TUESDAY, the 1st December, at 4 P.M.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 24th November, 1903. [14172]

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

FOR MOI, KOBE, YOKOHAMA, MANZANILLO, MEXICO AND SAN FRANCISCO.

"ATHOLL,"
Captain Watt, will be despatched for the above Ports, on WEDNESDAY, the 2nd December, at Noon.

For Freight, apply at the Company's Offices, No. 20, Des Voeux Road.

J. S. VAN BUREN,
Superintendent.
Hongkong, 14th November, 1903. [4356]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL
(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903.	About
"ORO"	21st Nov.
"ORONO"	8th Dec.
"LOWTHER CASTLE"	15th Dec.
"SIKH"	24th Dec.
"SAGAMI"	5th Jan.
"LENNOX"	15th Jan.
"AFRIDI"	27th Jan.

For Freight and further information, apply to

DODWELL & Co., LIMITED,
Agents.
Hongkong, 17th November, 1903. [13992]

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-MANILA,
REDUCED SALOON PAS-
SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light. First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 8th July, 1903. [8042]

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

"KWONG CHOW,"
1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare, \$4 Single Journey. Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD.,
No. 8, Queen's Road West.
Hongkong, 30th May, 1903. [3222]

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.

FARE: (Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.

On Excursion Sundays, 1st, 2nd, and 3rd Class Single Ticket, \$4; Return Ticket, \$3. Return Ticket including Dinner and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.

WHARF—At the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3 1/2 hours to reach Macao.

MING ON & CO.,
2nd Floor, No. 10, Victoria Street.
Hongkong, 7th September, 1903. [10736]

Shipping—Steamers.

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.

THE Company's Steamship

"HERMISTON,"
Captain W. T. Bain, will be despatched as above on MONDAY, the 30th November, to be followed by the steamship"HIMIRA,"
Capt. Lockhart, on or about MONDAY, the 21st December.For Freight, &c., apply to
SHEWAN, TOMES & Co.,
General Agents.
Hongkong, 21st November, 1903. [12842]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"SALAZIE,"
Captain Negre, will be despatched for the above Ports on or about TUESDAY, the 1st December.For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.
Hongkong, 24th November, 1903. [10442]

Imperial German Mail Line.

NORDDEUTSCHER HAMBURG-AMERIKA LLOYD.

NOTICE TO CONSIGNEES.

THE Steamship

"KONIG ALBERT,"
of the NORDDEUTSCHER LLOYD,
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 2nd December, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 2nd December, at 9.30 A.M.

All Claims must reach us before the 7th December, 1903, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
Agents.
Hongkong, 25th December, 1903. [5632]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"LAISANG,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after THURSDAY, the 26th inst., at 4 P.M., will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 24th November, 1903. [14142]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"SIDERIA,"
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding discharge and undelivered by Thursday, the 26th inst., at 10 a.m., will be landed and stored at Consignees' risk and expense.

J. STUART THOMSON,
Acting Agent.
Hongkong, 23rd November, 1903. [12122]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BALLARAT,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex S.S. China.
From Australia, ex S.S. Arcadia.
From Calcutta, ex S.S. Sundra.
From Persian Gulf, &c., ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 10 A.M., TO-DAY.

Goods not cleared by the 27th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 21st November, 1903. [12122]

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP.

THE Steamship

"GLENSHIEL,"
Captain J. McGillivray, will be despatched as above on THURSDAY, the 3rd December.For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
Agents.
Hongkong, 13th November, 1903. [13342]

"GLEN" LINE OF STEAMSHIPS.

FOR NEW YORK.

THE Steamship

"GLENROY,"
Captain F. Selby, will be despatched as above on WEDNESDAY, the 16th December, 1903.For Freight, apply to
MCGREGOR BROS. & GOW.
Hongkong, 18th November, 1903. [13352]

Consignees.

FROM HAMBURG, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"NURNBERG,"
Captain Jaburg, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd December will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd December.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,
Hongkong Office.

Hongkong, 25th November, 1903. [14212]

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TREMONT,"
FROM SEATTLE, TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,
Agents.
Hongkong, 25th November, 1903. [8742]

Intimations.

PURE

DELICIOUS

REFRESHING

may now be had in Cases of

4 Doz. Quarts at \$15.00.

MACEWEN, FRICKEL & CO.,

3, DUDELL STREET.

1st September, 1903. [16502]

TUBORG BEER.

A FIRST CLASS PILSENER BEER

guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1903. [15952]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

EYES

EYES

EYES

EYES

EYES

EYES

EYES

EYES

EYES

EYES

EYES

EYES

EYES

EYES

EYES

EYES

EYES

EYES

EYES

EYES

EYES

EYES

EYES

EYES

HIGH CLASS
GENTLEMEN'S
OUTFITTERS.

EVERYTHING
UP TO DATE.
28, Queen's Road.

WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,
HONGKONG,

GENERAL DRAPERS & HIGH CLASS
DRESS-MAKERS.

HIGH CLASS
GENTLEMEN'S
OUTFITTERS.

FAMED FOR
SHIRTS.
28, Queen's Road.

Grand Xmas Bazaar.

ONE THOUSAND TOYS AND GIFTS.

PRICES TO SUIT ALL.

10 CTS. TO \$50.

High Class Fancy Goods.

USEFUL PRESENTS
FOR YOUNG AND OLD.

ON SHOW, TO-DAY.